

**STATEMENT IN SUPPORT OF  
APPLICATION FOR LARGE TRACT REVIEW**



**FOR DEVELOPMENT OF  
PROPERTIES ADJACENT TO THE INTERSECTION OF MINNESOTA AVENUE, NE  
AND BENNING ROAD, NE AND MINNESOTA AVENUE, NE AND DIX STREET, NE**

**CEDAR EAST RIVER PARK, LLC AND CEDAR – SENATOR SQUARE LLC**

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## **DEVELOPMENT TEAM**

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## **I. Summary**

This statement and the attachments hereto comprise the application (the “**Application**”) of Cedar East River Park, LLC and Cedar – Senator Square LLC (collectively, the “**Applicant**”) for Large Tract Review (“**LTR**”) by the District of Columbia Office of Planning (“**OP**”) for the development of the new Northeast Heights town center project. The Northeast Heights Town Center project will include a new signature office building that will be the home of the District of Columbia Department of General Services, a new full-service grocery store (of approximately 70,000 square feet), approximately 1,350 apartment units, and approximately 130,000 square feet of retail/restaurant/service uses (the “**Project**”).

The LTR application includes three parcels:

- the east parcel which consists of Lots 15, 16, 838, and 840 in Square 5051N and is bound by Minnesota Avenue on the west, Benning Road on the north, 40<sup>th</sup> Street on the east and Dix Street on the south (“**East Parcel**”);
- The west parcel which consists of Lot 22 (also known as Lot 812) in Square 5044 and is bound by Benning Road to the north, Minnesota Avenue to the east, a public alley to the south, and the CSX/Metro train tracks to the west (“**West Parcel**”); and
- The south parcel consists of Lots 11, 28, 29, 803, and 804 in Square 5051 and is bound by Minnesota Avenue to the west, Dix Street to the north, 40<sup>th</sup> Street to the east, and a public alley to the south (“**South Parcel**”).

All three parcels are collectively referred to as, the “**Property**”. In total, the Property is comprised of 582,622 square feet of land area, approximately 13.3 acres. The majority of the Property is located in the MU-7 zone, with two smaller portions (on the West Parcel adjacent to the train

tracks) located in the PDR-1 Zone, and the far eastern portion of the South Parcel is located in the R-2 Zone.

## **II. Jurisdiction, Scope of Review, and Compliance with Filing Requirements**

The Project is subject to LTR because it will contain more than 50,000 square feet of commercial gross floor area, as shown on the plans attached as Exhibit D (the “**Plans**”). *See* 10 DCMR §§ 2300.1(a), 2304 (10 DCMR § 2300, et seq. are hereby referred to as the “**LTR Regulations**”). The scope of review for this Application is limited to a review of the consistency of the Project with District laws, regulations, and the Comprehensive Plan for the National Capital (“**Comprehensive Plan**”); and a review of the traffic, neighborhood and design, quality of life, and environmental impacts of the Project. *Id.* § 2302.1. The Project is consistent with all applicable District laws and regulations (including without limitation the District of Columbia Zoning Regulations (“**Zoning Regulations**”)) and is consistent with applicable elements of the Comprehensive Plan. None of the Project’s impacts, as described herein, are adverse to the surrounding neighborhood or the District as a whole. Accordingly, the Project satisfies the review criteria of Section 2302.1 of the LTR Regulations.

Attached hereto are the following exhibits in satisfaction of the filing requirements of Section 2301.3 of the LTR Regulations:

- A completed certification form, in accordance with Section 2301.3(a), is attached as Exhibit A;
- The name, address, and signature of the owner, the address of property included in the area to be developed, and written evidence of agent authorization, in accordance with Section 2301.3(b), are attached as Exhibit B;
- A list of all property owners within 200 feet of the Property is attached as Exhibit C;
- A map showing location of the proposed Project and the existing zoning of the site, in accordance with Section 2301.3(c), is included at p. G.02, Z.01, and Z.02 of the Plans attached as Exhibit D;

- A statement indicating the contribution of the Project toward implementing City and community goals and policies, in accordance with Section 2301.3(d), is provided in Section V below;
- A statement indicating the relationship of the proposed development to the objectives of the District Elements of the Comprehensive Plan, in accordance with Section 2301.3(e), is provided in Section V below;
- A general site and development plan, indicating the proposed use, location, dimensions, number of stories and height of building, in accordance with Section 2301.3(f), is included as p. A.01–A.07 in the Plans attached as Exhibit D;
- A general circulation plan, including the location of vehicular and pedestrian access ways, other public space and the location of off-street parking and loading facilities, in accordance with Section 2301.3(g), is included as p. LZ.101 in the Plans attached as Exhibit D and the Comprehensive Transportation Report attached as Exhibit E;
- Typical floor plans, in accordance with Section 2301.3(h), are included as p. A.01–A.07 in the Plans attached as Exhibit D;
- A general statement of the approximate schedule of building construction, in accordance with Section 2301.3(i), is discussed in Section IV below;
- Vehicular trip generation, trip assignment and before-and-after capacity analysis, and level of service at critical intersections, in accordance with Section 2301.3(j), are included in the attached Exhibit E; and
- Copies of the Comprehensive Plan Future Land Use and General Policy Maps showing the Property, are attached as Exhibit F.

Accordingly, upon review of this statement and the enclosed materials, the Applicant requests that OP finds that this Application satisfies the requirements of LTR.

### **III. Description of the Applicant, Property, and Surrounding Neighborhood**

#### **A. The Applicant**

Cedar Realty Trust (“**Cedar**”) is a public company traded on the New York Stock Exchange under the ticker “CDR” and is structured as a real estate investment trust focused on ownership, operation, and redevelopment of shopping centers, predominantly with a grocery component, in high-density, urban markets from Washington, D.C. to Boston. The company

currently owns and operates real estate valued in excess of \$1.2 billion consisting of 58 shopping centers, 87% of which are grocer anchored.

Cedar has engaged Trammell Crow Company (“TCC”) to provide development management services for the Northeast Heights Town Center project. Founded in 1948, TCC is one of the nation’s leading developers and investors in commercial real estate having developed or acquired 2,700 buildings valued at nearly \$65 billion and over 590 million square feet. TCC is an independently operated subsidiary of CBRE Group, Inc, which is a publicly traded firm (CBRE:NYSE) and currently the largest real estate services firm in the world. TCC brings a particular mix of development expertise to the team including strong retail, residential and office development experience in the District.

**B. The Property**

The Property sits today as a fragmented assembly of aged shopping center pieces, large paved parking lots, light industrial and outdated grocery big-box stores presenting blank walls and unfortunate streetscapes towards the Benning neighborhood. The East Parcel includes the existing East River Plaza Shopping Center. That shopping center includes: a Safeway grocery store and a CVS pharmacy that are adjacent to 40<sup>th</sup> Street; a building along Benning Road that services the D.C. Office of the Chief Technology Officer (“OCTO”); a large surface parking lot on the interior of the site; and a large two-story retail building that fronts Minnesota Avenue, NE from Dix Street, NE to Benning Road, NE. This parcel includes +/- 291,463 square feet of land area (6.69 acres) and has a significant change in grade of 24.5 feet from Benning Road (high point) down to Dix Street. There are currently five (5) curb cuts on this parcel from 40<sup>th</sup> Street, Benning Road, and Dix Street. A proposed new station for the Benning Road Streetcar will be located along the East Parcel’s Benning Road frontage.

The South Parcel includes two one-story retail structures and surface parking adjacent to those structures. The area to the east of the public alley, bounded by Dix Street and 40<sup>th</sup> Street, includes open space and is included in the R-2 Zone.

The West Parcel includes the Senator Theater Shopping Center, which consists of three commercial buildings (one which includes office space for Unity Health Care) and a large surface parking lot. This site consists of +/- 261,477 square feet of land area (6.0 acres) and currently includes seven (7) curb cuts from Minnesota Avenue and Benning Road.

The Property is located within the boundaries of Advisory Neighborhood Commission 7F (the “ANC”) and is located with Single-Member District 7F01.

**C. Surrounding Neighborhood**

The surrounding area consists of a mix of commercial uses and residential uses ranging from semi-detached and row dwellings to the south, east, and west to mid-rise multifamily development across Benning Road to the north of the Property. Nearby commercial uses include a variety of neighborhood retail, service, and eating and drinking uses. Immediately abutting the Property to the east along Benning Road are the Dorothy I. Height/Benning Neighborhood Library and the Marshall Heights Community Development Organization’s Lloyd D. Smith Center. Fort Mahan Park, which is owned and operated by the U.S. National Park Service, is located just north of Benning Road from the Property. As noted above, the CSX/Metro train tracks are located west of the Property, and the Minnesota Avenue Metrorail Station is located 0.3 miles north of the Property.

**IV. Description of the Project and Proposed Timeline**

**A. The Project**

The Project will help achieve the vision of creating a Downtown for Ward 7 at the intersection of Minnesota Avenue, NE and Benning Road, NE. This is accomplished through the

introduction of new streets within the large site, thus creating smaller more intimate blocks, with viable internal spaces and considerably more active fronts. Simultaneously, Minnesota Avenue, NE will be reinvigorated as lively urban corridor. Anchored by the new Department of General Services Office headquarters office building, a new grocery store, and an influx of new apartment residences, the Project will truly transform the outdated car-centric shopping center into a true neighborhood center for Ward 7.

The Project will add daytime and evening vibrancy and activity to the area. The Project will include fully activated streetscapes along all public streets with residential lobbies, ample sidewalks, a street trees program, and bicycle parking areas. The proposed private streets not only contribute to a walkable, pedestrian-friendly scaled block system for the Project, but also offer additional opportunities to provide engaging, programmable open spaces, in the form of plazas and pocket parks throughout, which will engage and greatly benefit the neighborhood at large, including the Dorothy I. Height/Benning Neighborhood Library and the Marshall Heights Community Development Center. The stormwater strategy for the site will be incorporated into the placemaking vocabulary for the public realm, in the form of raingardens and other features.

The overall Project includes eight (8) structures comprising approximately 1,971,106 square feet of Gross Floor Area (“**GFA**”) which results in a Floor Area Ratio (“**FAR**”) of approximately 3.68, including a residential FAR of approximately 2.22 and a commercial FAR of approximately 0.87. The maximum building height of buildings in the Project will be 65 feet. The Project will include approximately 1,248 parking spaces and will also include all required loading and bike parking facilities for each individual building. The eight new structures are designed to fit within the crafted smaller blocks. Each building is considered unique and tailored to fit within its area of the Project responding to existing conditions, topography, adjacencies, and on the West

Parcel - an historic façade from the former Senator Theater. Together, they are viewed as an eclectic ensemble, brought together by a blend of traditional and contemporary materials, assembled in thoughtful manner to evoke a strong sense of place.

### **East Parcel**

The East Parcel has a considerable amount of topography. Benning Road, NE climbs over twenty feet uphill from the Minnesota Avenue, NE intersection towards the DC Public Library. The Project leverages this topography to create a dynamic series of bridges in the core of the East Parcel which links and interconnects the retail, residential, and parking components in a dynamic, signature moment. The East Parcel will be subdivided to create one record lot and multiple Assessment and Taxation Lots. Five new buildings will be developed on this new record lot.

**Building East 1.** This building sits on the corner of Minnesota Avenue, NE and Benning Road, NE and includes retail, grocery store, and residential uses. The grocery store is set above ground floor retail, with residential uses above. While the ground floor retail activates the Minnesota Avenue, NE frontage, the Benning Road, NE façade climbs quickly uphill, while staying active with retail frontage, garage and bike room access, an art wall (intended to showcase local artists), and a residential lobby adjacent to the DC Public Library. Set between this residential lobby and the library is a parking access lane. This design utilizes the site's topography and allows the parking access lane to bridge over a new private internal street and into the 2<sup>nd</sup> story parking level of Building East 3 (described below), which is intended as the primary parking lot for the grocery anchor. The side of the building adjacent to the library is designed to create a terraced raingarden which steps downhill to mirror the glazed central stair-core of the library. The grocery store is accessed on the south side, on the new private road located on the interior of the East

Parcel. The lobby is intended as a “jump lobby” taking pedestrians from the street level up to the grocery store on the 2<sup>nd</sup> floor.

The facades of this building are composed of a combination of masonry, various colors and textures of architectural panels, residential balconies, and active retail storefronts. There will be numerous opportunities for signage, branding, and local placemaking through public art. The residential units will be on the 3<sup>rd</sup> floor up to the penthouse and centered on a large amenity courtyard. This courtyard is intended to create a larger upper level experience as its shape is projected south to align with the upper floor building edges of Building East 2 and Building East 3.

The parking for the residential uses will be provided in the Building East 5 garage. A signature bridge is centrally located to tie these uses to the parking. This bridge will play an active role in moving residents, shoppers, and visitors back and forth across the site in a dynamic placemaking moment.

**Building East 2.** Building East 2 is designed to be a four-sided mixed-use structure that is a centerpiece of the development of the East Parcel. The building will have retail frontage on all four sides, along with a residential lobby on the new internal north-south private road. This road is essential to the East Parcel development as it will create another double-sided retail experience with active residential lobbies on either side. The parking for Building East 2 will be located in the Building East 5 garage accessed through Building East 3. The building is composed of primarily articulated masonry piers in rigorous neo-industrial manner and accented with contemporary bay windows and spandrel panels. Additionally, the residential character is further expressed via balconies and the penthouse terraces.

**Building East 3.** Building East 3 acts as the “glue” binding the East Parcel development together. While the building will have retail frontage on both the new internal private street and Dix Street, the retail hides the internal two-story parking component. Above the parking sits a residential amenity courtyard. The residents of Building East 1 and Building East 2 will share access to parking through this building. As the building runs east along Dix Street, NE, the ground floor activity transitions from retail, to residential lobby, to pedestrian parking access (for Building South 1), to “*retail-esque*” bicycle parking room. This building is seen as a sibling to Building East 2, sharing a similar façade composition and material palette, but differentiated by color and detailing. Similarly, the residential character is further expressed via balconies and the penthouse terraces.

**Building East 4.** This building sits at the corner of Dix Street, NE and 40<sup>th</sup> Street, NE and becomes the transitional piece of the East Parcel as this entire building remains residential. The ground floor on Dix Street, NE, will include a bicycle parking room and the building’s residential lobby. Ground floor residential units will turn the corner and run up 40<sup>th</sup> Street, NE towards the Marshall Heights Community Center. The building will have a more residential character with ground floor residential units, masonry walls, architectural panel bays, balconies, and panelized top and penthouse.

**Building East 5 (Pre-Cast Garage).** This building includes the central parking garage which houses the residential parking for the entire East Parcel. While three sides of the garage are adjacent and covered by Building East 3 and Building East 4, the north façade of the garage is facing the south side of the DC Library. The intention is to screen/clad this façade with either a geometric screen product and/or extend the ‘art mural’ program to this north facing façade. The design team sees this as a collaborative opportunity to integrate the site’s stormwater management

with the upgraded landscape opportunity at the Library's south façade and create a new vertical artistic expression on this garage façade.

### **South Parcel**

The South Parcel will also be subdivided to create one record lot. The creation of this new record lot anticipates the closure of a small stub alley that currently bisects Lots 28 and 29 which are both owned by the Applicant. The Applicant will be pursuing an alley closing application concurrently with this LTR application, in order to incorporate that stub alley area into the new lot. The Applicant is proposing to develop an office building with ground floor retail on this new lot. This building features a two-story brick mass that visually floats above a transparent retail base. The glass base expression turns up the eastern corner of the building to visually identify the office entrance and provides a striking introduction when approached from the east. The two-level brick mass includes large square bays that relate to the residential scale of adjacent buildings. The solid end cap of the office bar provides exciting project identification opportunities on the west elevation. The parking spaces for this building will be provided on the East Parcel, consistent with Subtitle C, §701.8. The far eastern portion of the South Parcel, which is located in the R-2 Zone, will be the location of the Dix Park.

### **West Parcel**

The West Parcel currently consists of one record lot, which will remain, and new Assessment & Taxation Lots will be created as a result of the Project. The West Parcel will include two new buildings and a private drive that includes two access points from Minnesota Avenue, NE.

**Building West 1.** This building provides the residential mixed-use backdrop for the historic “Senator Theater” façade<sup>1</sup> on Minnesota Avenue, NE, while enhancing the street retail activity along Minnesota Avenue, NE for the new office tenants at the adjacent DGS headquarters office building. The existing Benning Road, NE service access on the northern end of the site is being reconfigured and repositioned away from the Benning Road, NE bridge. This creates a new Gateway park (described below) and distances the residential façade away from the heavily trafficked ramp. The Senator Theater Façade is intended to be fully restored and act as the new focal address and lobby for the residences above<sup>2</sup>.

The façade of Building West 1 is designed as an eclectic mixture of modern materials with industrial notes harkening to the CSX railroad tracks to the west. A mix of masonry with articulated detailing, multi-colored architectural panels, punctuated with balconies, bays, and penthouses enliven the facades. The Minnesota Avenue, NE façade will inflect and give-way to the unique character of the Art Deco Senator Theater façade piece, while integrating traditional retail adjacent to it at the ground floor to rebuild the original street-wall design. Retail continues south and then wraps west along the new Dix Street, NE extension. Along the new north-south access road at the western end of the site, ground floor residential units line the new streetscape and hide the internal parking garage. Above the retail levels, two large residential amenity courtyards provide opportunity for outdoor programming for the residential units.

**Building West 2.** Building West 2 will be located on the south side of the West Parcel and will include a signature office building that will be the new home of the District of Columbia

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<sup>1</sup> The entrance pavilion to the former Senator Theater was designated as a DC Historic Landmark on September 19, 1990. The landmark designation notes the following: “Entrance pavilion of neighborhood movie theater by noted Baltimore theater architect; imposing Art Moderne style entry pylon of buff brick and glass block with streamline motif in colored vitrolite; neon signage; built 1942, John J. Zink, architect; auditorium demolished”.

<sup>2</sup> As the architecture of this building is further refined, the Applicant will work with staff from the Historic Preservation Office (“HPO”).

Department of General Services. The building is designed to create an interconnected, linear, and irregular exterior façade to mimic quilting and weaving, which represents the tapestry of diversity and resiliency of this unique Ward 7 community. The façade gradates from solid to glass at the corners, with the building utilizing dark gray precast panels at the upper levels and the darker textured precast panels at the retail level. The scale and saturation of the retail level provides a sense of grounding and draws pedestrians from the Minnesota Avenue, NE frontage to the building entrance on Dix Street, NE. The glass curtainwall entrance sits opposing a well-lit, planted courtyard and welcomes visitors into the building with textural, simply-detailed interior materials.

### **Creation of Places**

In addition, the Project has been designed to create a series of “places” that establish an open space hierarchy. These planning principles resulted in the creation of five distinctive places in the Project (see p. L.102–L.106 of Exhibit D):

**Gateway** – located on the Western Parcel adjacent to the intersection of Benning Road, NE and Minnesota Avenue, NE, this space creates the front door or “welcome mat” for those traveling eastbound on Benning Road, NE. The Gateway provides open views to the residential units on the Western Parcel, creates an appropriate urban edge for this intersection and includes a significant tree canopy (thereby reducing the heat island effect). The proposed design elements include permanent seating areas with seat walls or benches, flexible uses, public art, and safety and ambiance lighting.

**Senator Square** – located in the center of the Eastern Parcel, this space acts as the pulse of the Project and ultimately the surrounding neighborhood. The space is designed to be active/high energy with flexible spaces that be utilized for small groups or neighborhood-wide community events. The design elements rely on the pedestrian and vehicular bridges from

Benning Road, NE helping to frame the significant landscaping and green attributes of this space. A mix of fixed and movable seating, as well as seating for restaurant/café uses and for the general public is proposed.

**Neighborhood Park** – located behind the library and the community center, this space serves as the eastern gateway into the Project. This space is intended to provide for community gathering spaces for visitors to the library and the community center through terraced playful gathering spaces. The activated vertical planes in this area create opportunities for murals and public art that will be incorporated as part of the design elements.

**Dix Street Park** – located on the eastern edge of the South Parcel, this space is anticipated to serve a more passive, contemplative space for residents of the Project, visitors to the Project and for members of the surrounding community. Design elements include butterfly and raingardens, passive recreation areas and plenty of shade.

### **Satisfaction of Zoning Requirements**

The Project is designed to satisfy all of the applicable requirements of the MU-7 Zone and to be constructed as a matter-of-right. Pursuant to Subtitle C, §302.4 “multiple primary buildings may be erected on a single record lot provided that each building, and the buildings as a group, shall meet all of the development standards for the zone.” Consistent with past determinations of the Zoning Administrator, the permitted density for the proposed new construction on each new record lot will be based on the entire record lot and not on the separate tax lots into which the record lot will be divided. For that reason, any individual component of the new construction may base its permitted density on the record lot and without regard to the tax lot upon which it is located. Similarly, a single building height measuring point (“**BHMP**”) will be established for each of the record lots on each parcel. Development data for each parcel is attached as p. Z.04–Z.06 of

Exhibit D. The development data is intended to reflect the general and expected size of buildings and uses in the Project, as the data provided herein are approximations of what will ultimately be constructed on the Property. The final number of residential units, parking spaces, and square footage of non-residential uses may deviate from the data provided herein, but will still comply with the requirements of the MU-7 Zone.

The Project is also designed to be consistent with the Construction Code as well as environmental and other applicable laws and regulations of the District. Accordingly, this Application satisfies Section 2302.1(a) of the LTR Regulations.

**B. Construction Timeline**

Construction of the DGS Building on the West Parcel is anticipated to commence in the 1<sup>st</sup> quarter of 2021. The Applicant is required to deliver that building by December 2022. The second phase of development is anticipated to commence in 2022. Thereafter, development of the third phase is anticipated to commence in 2025. The Applicant expects that the complete development of the Project will occur by 2028. However, the Applicant notes that these timelines may be amended as the development process moves forward.

**C. Dialogue with Existing Tenants**

Cedar is in communication with all existing tenants and has discussed the possibility of relocating many of these existing tenants into various portions of the new development. Whether or not tenants are relocated will ultimately be determined by a combination of the tenants' existing lease requirements, remaining lease term, compatibility with the new development merchandising strategy, and each respective tenant's desire to be a part of the new Project. This last component is an important aspect and it should be noted that some of the site's existing tenants have indicated that they do not wish to be relocated or to participate in the new development.

**V. Compliance with the Comprehensive Plan and Small Area Plans**

The District’s Comprehensive Plan includes guiding principles, city wide elements which establish policies for the development of the District of Columbia as a whole, and Area elements which highlight the policies of specific areas within the District. As discussed in detail below, the Project is consistent with and fosters numerous policies enumerated in the Comprehensive Plan. The Project is also consistent with relevant portions of the Benning Road Corridor Redevelopment Framework Plan (2008) and the Deanwood/Great Streets – Nannie Helen Burroughs Avenue, NE & Minnesota Avenue, NE Strategic Development Plan (2008), collectively the (“**Small Area Plans**”).

Pursuant to Section 2301.3(e) of the LTR Regulations, this Section V highlights the Project’s consistency with the objectives of the District Elements of the Comprehensive Plan and therefore satisfies Section 2302.1(a) of the LTR Regulations.

**A. Future Land Use Map Designation**

The Project is consistent with the designation for the Property on the Comprehensive Plan’s maps. The Comprehensive Plan’s *existing* Future Land Use Map (“**FLUM**”) places the Property in the Medium Density Commercial and Moderate Density Residential land use categories, as shown on Exhibit F. OP has recommended that the Property be included in the Medium Density Commercial and *Medium* Density Residential land use categories. The Medium Density Commercial FLUM designation:

is used to define shopping and service areas that are somewhat greater in scale and intensity than the Moderate Density Commercial areas. Retail, office, and service businesses are the predominant uses, although residential uses are common. Areas with this designation generally draw from a citywide market area. Buildings are larger and/or taller than those in Moderate Density Commercial areas. Density typically ranges between a FAR of 4.0 and 6.0, with greater density possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The MU-8 and MU-10 Zone Districts are consistent with the Medium Density category, and other zones may also apply. 227.12.

The Moderate Density Residential FLUM designation is described as:

This designation is used to define neighborhoods generally, but not exclusively, suited for row houses as well as low-rise garden apartment complexes. The designation also applies to areas characterized by a mix of single-family homes, two- to four-unit buildings, row houses, and low-rise apartment buildings. In some neighborhoods with this designation, there may also be existing multi-story apartments, many built decades ago when the areas were zoned for more dense uses (or were not zoned at all). Density in Moderate Density Residential areas is typically calculated either as the number of dwelling units per minimum lot area, or as a FAR up to 1.8, although greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The R- 3, RF, and RA-2 Zone Districts are consistent with the Moderate Density Residential category, and other zones may also apply. 227.6

The Medium Density FLUM designation is described as:

This designation is used to define neighborhoods or areas generally, but not exclusively, suited for mid-rise apartment buildings. The Medium Density Residential designation also may apply to taller residential buildings surrounded by large areas of permanent open space. Pockets of low and moderate density housing may exist within these areas, Density typically ranges from 1.8 to 4.0, although greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The RA-3 Zone District is consistent with the Medium Density Residential category, and other zones may also apply, 227.7

Consequently, a mixed-use development with commercial office space, a full-service grocery store, retail/service/restaurant uses, and multi-family dwelling units is consistent with the FLUM designation for the Property. Similarly, the building height and density that is proposed for the Property, which is within the matter-of-right requirements for the MU-7 Zone, is entirely consistent with these FLUM designations.

#### **B. Generalized Policy Map Designation<sup>3</sup>**

The Property is designated as a Regional Center on the Comprehensive Plan Generalized Policy Map, as shown on Exhibit F. Regional Centers are described as follows:

Regional Centers have the largest range of commercial functions outside the Central Employment Area and are likely to have major department stores, many specialty shops, concentrations of restaurants, movies and other leisure or entertainment facilities. They typically draw patrons from across the city, as well as patrons from nearby suburban areas.

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<sup>3</sup> The descriptions of the FLUM designations and the Generalized Policy Map designation are from the Framework Element of the Comprehensive Plan which was approved by the City Council and ultimately the Mayor on February 11, 2020.

A large office component is also associated with Regional Centers. As with Multi-Neighborhood Centers, infill development at Regional Centers should provide new retail, entertainment, service uses, additional housing, and employment opportunities. 225.19

These centers are generally located along major arterials and are served by transit, but may also see demand for parking. Off-Street parking may be provided on a cooperative/shared basis within the area, using both self-contained and nearby commercial parking lots and garages, while also ensuring access for other transportation modes. Regional centers are higher in density and intensity of use than other commercial areas, except downtown. Building height, massing, and density should support the role of regional centers while scaling appropriately to development in adjoining communities and should be further guided by policies of the Land Use Element and the Area Elements. Examples of regional centers include Friendship Heights and Georgetown. 225.20

The Project is entirely consistent with the Property's designation as a Regional Center. The proposed mix of uses will provide new retail and service uses. The Project proposes the development of approximately 1,350 new residential units and a significant office component with the new headquarters building for the Department of General Services. The Project will cater to a large geographic area, while still being cognizant of mitigating any potential traffic and parking impacts on the surrounding community. The building height and massing has been sensitively designed to be in scale with the surrounding communities and is entirely consistent with numerous policies of the Land Use and Far Northeast and Southeast Area Element, described in greater detail below.

**C. Consistency with District Elements of the Comprehensive Plan**

The Project directly advances relevant District Elements of the Comprehensive Plan, including the Land Use, Transportation, Housing, Environment, Economic Development, and Urban Design Elements.

The Project advances the following policies of the Land Use Element:

- **Policy LU-2.4.5: Encouraging Nodal Development.** Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes

respects the integrity and character of the surrounding residential areas and does not unreasonably impact them. 312.5

- **Policy LU-2.4.10: Use of Public Space within Commercial Centers.** Carefully manage the use of sidewalks and other public spaces within commercial districts to avoid pedestrian obstructions and to provide an attractive and accessible environment for shoppers. Where feasible, the development of outdoor sidewalk cafes, flower stands, and similar uses which “animate” the street should be encouraged. Conversely, the enclosure of sidewalk café space with permanent structures should be generally discouraged. 312.14
- **Policy LU-2.2.4: Neighborhood Beautification.** Encourage projects which improve the visual quality of the District’s neighborhoods, including landscaping and tree planting, façade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements. 310.5
- **Policy LU-2.4.1: Promotion of Commercial Centers.** Promote the vitality of the District’s commercial centers and provide for the continued growth of commercial land uses to meet the needs of District residents, expand employment opportunities for District residents, and sustain the city’s role as the center of the metropolitan area. Commercial centers should be inviting and attractive places, and should support social interaction and ease of access for nearby residents. 312.5

The Project removes the type of auto-oriented “strip” commercial development and replaces those outdated uses with a truly mixed-use use, transit-oriented development. The Project distributes the mix of uses throughout the three parcels in a manner that effectively uses the site’s topography and surroundings and mitigates impacts on the surrounding lower scale residential and commercial uses. The Project will act as an anchor for the new “Downtown Ward 7” to stimulate activity along the important corridors of Minnesota Avenue, NE and Benning Road, NE.

The Project also achieves the goals of enhancing neighborhood beautification and promoting commercial centers. The Project will provide active and engaging retail and restaurant uses along all of the street frontages with a higher level of architectural quality and character than the current built environment. The proposed Gateway, Senator Square, Dix Park, and Neighborhood Park spaces have been sensitively designed to provide an attractive environment for shoppers, diners, or residents of the Project. Further, the residents, office tenants, and retail

visitors to the Project will stimulate other commercial endeavors along the Minnesota Avenue, NE corridor and throughout this neighborhood while the commercial uses the Project will deliver will stimulate and enhance further similar activity in the immediately surrounding environs.

The Project advances the following specific objectives of the Transportation Element of the Comprehensive Plan:

- **Policy T-1.1.4: Transit-Oriented Development.** Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. 403.10
- **Policy T-1.2.1: Boulevard Improvements.** Continue to work across District agencies to beautify and stabilize selected boulevards by implementing coordinated transportation, economic development, and urban design improvements. 404.6
- **Policy T-2.4.1: Pedestrian Network.** Develop, maintain, and improve pedestrian facilities. Improve the city's sidewalk system to form a network that links residents across the city. 410.5
- **Policy T-2.4.2: Pedestrian Safety.** Improve safety and security at key pedestrian nodes throughout the city. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, and pedestrian count-down signals. 410.6
- **Policy T-3.1.1: Transportation Demand Management (TDM) Programs.** Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system. 414.8

The Project is a transit-oriented development by virtue of its one-third of a mile proximity to the Minnesota Avenue Metrorail station and the ten Metrobus routes along Minnesota Avenue, NE. As mentioned above, the Project will be integrated with the Minnesota Avenue, NE and Benning Road, NE corridors and will encourage the pedestrian use of these important conduits. The Project will deliver a significant housing component – approximately 1,350 units – to a site that is well-located near transit.

The Project will result in significant pedestrian improvements along the Benning Road, NE and Minnesota Avenue, NE street frontages and will increase pedestrian safety by reducing the

overall number of vehicular curb cuts and better focusing vehicular entrances and exits into the Property. As described in detail in Exhibit E, the Project will include a TDM plan that that reduces the demand of single-occupancy, private vehicles during peak period travel times or shifts single-occupancy vehicular demand to off-peak periods.

The Project's provision of new housing units in a mixed-use development is consistent with specific objectives of the Housing Element of the Comprehensive Plan. More particularly, the Project advances the following policies:

- **Policy H-1.1.1: Private Sector Support.** Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. 503.2
- **Policy H-1.1.3: Balanced Growth.** Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing. 503.4
- **Policy H-1.1.4: Mixed Use Development.** Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations. 503.5

The Project advances the overall goal of expanding the District's housing supply. The Project adds approximately 1,350 new residential units to a site where there are currently no residential uses. Importantly, the residential component will also contain a substantial affordable housing component in compliance with the District's Inclusionary Zoning requirements. Consistent with the overarching policy of housing production, the Project is a private-sector initiative to add housing to a site currently dedicated to only commercial uses. The Project's provision of new housing is accomplished in a manner consistent with the other land use and policy objectives of the Comprehensive Plan. The Project "promotes mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers and

around appropriate Metrorail stations.” As mentioned above, the Project will feature a rich mixture of uses on the site, including the substantial residential component and the office, retail and restaurant and services uses.

The Project advances certain sustainable building policies of the Environmental Element of the Comprehensive Plan. Specifically:

- **Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff.** Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 613.3
- **Policy E-3.2.1: Support for Green Building.** Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities. 614.2
- **Policy E-4.2.3: Control of Urban Runoff.** Continue to implement water pollution control and “best management practice” measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers and wetlands. 619.8

The Project’s landscaping, courtyards and roofs will “beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity”. The Project will include significant ground level landscaping as well as green roofs. The Project will also comply with all stormwater management requirements and the Green Area Ratio (“GAR”), along with all other sustainable design requirements. Stormwater management controls will be designed meet DOEE’s standard design criteria and may be provided by a combination of: extensive and intensive green roofs, stormwater planters, surface and curb-side bioretention, permeable pavement, rainwater harvesting/cisterns for reuse, tree planting, and detention vaults.

The signature headquarters office building for the DC Department of General Services, the significant amount of retail/restaurant/service uses, and the full-service grocery store are the primary aspects of the Project that advance specific policies of the Economic Development

Element of the Comprehensive Plan. In particular, the Project is consistent with the following objectives:

- **Policy ED-1.1.5: Use of Large Sites.** Plan strategically for the District’s remaining large development sites to ensure that their economic development potential is fully realized. These sites should be viewed as assets that can be used to revitalize neighborhoods and diversify the District economy over the long term. Sites with Metrorail access, planned light rail access, and highway access should be viewed as opportunities for new jobs and not exclusively as housing sites. 703.13
- **Policy ED-2.1.3. Signature Office Buildings.** Emphasize opportunities for build-to-suit/signature office buildings in order to accommodate high-end tenants and users and corporate headquarters. Consider sites in secondary office centers such as NOMA and the near Southeast for this type of development. 707.8
- **Policy ED-2.2.1: Expanding the Retail Sector.** Pursue a retail strategy that will allow the District to fully capitalize on the spending power of residents, workers and visitors, and that will meet the retail needs of underserved areas. 708.4
- **Policy ED-2.2.3: Neighborhood Shopping.** Create additional shopping opportunities in Washington’s neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately-scaled retail infill development on vacant and underutilized sites. Promote the creation of locally-owned, non-chain establishments because of their role in creating unique shopping experiences. 708.7
- **Policy ED-2.2.5: Business Mix.** Reinforce existing and encourage new retail districts by attracting a mix of nationally-recognized chains as well as locally-based chains and smaller specialty stores to the city’s shopping districts. 708.9
- **Policy ED-2.2.6: Grocery Stores and Supermarkets.** Promote the development of new grocery stores and supermarkets, particularly in neighborhoods where residents currently travel long distances for food and other shopping services. Because such uses inherently require greater depth and lot area than is present in many commercial districts, adjustments to current zoning standards to accommodate these uses should be considered. 708.10
- **Policy ED-2.2.9: Clustered Retail at Transit.** Cluster retail around areas of high-foot traffic, including Metrorail exits, bike trails, future streetcar stops, and other multi-modal meeting points. Create strong nodes of character to effectively link retail and transit. 708.11b

As described above, the Project provides a rich mix of uses that further the Economic Development policies noted above. The Project fully utilizes the huge economic development

opportunity of this large site by including a mix of non-residential uses that will foster daytime and evening economic activity. The signature headquarters office building for the Department of General Services will bring a critical mass of office workers to the Western Parcel every day. Those workers will patronize the restaurants/retail/service uses included in the Project, as well as along Minnesota Avenue, NE. The 70,000 square foot, full-service grocery store will provide fresh, quality food options to residents of the surrounding community, the District and neighboring suburban residents.

The Project advances the following objectives of the Urban Design Element of the Comprehensive Plan:

- **Policy UD-1.4.1: Avenues/Boulevards and Urban Form.** Use Washington’s major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city. 906.6
- **Policy UD-1.4.5: Priority Avenues/Boulevards.** Focus the city’s avenue/boulevard design improvements on historically important or symbolic streets that suffer from poor aesthetic conditions. Examples include North and South Capitol Streets, Pennsylvania Avenue SE, and Georgia Avenue and the avenues designated by the “Great Streets” program. 906.11
- **Policy UD-2.2.5: Creating Attractive Facades.** Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street. (see Figure 9.12) 910.12
- **Policy UD-2.2.8: Large Site Development.** Ensure that new developments on parcels that are larger than the prevailing neighborhood lot size are carefully integrated with adjacent sites. Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades. (see Figure 9.13). 910.16
- **Policy UD-2.2.11: Parking Structures.** Encourage creative solutions for designing structured parking to minimize its visual prominence. Where feasible, the street side of parking structures should be lined with active and visually attractive uses to lessen their impact on the streetscape (see Fig 9.15). 910.21

- **Policy UD-3.1.6: Enhanced Streetwalls.** Promote a higher standard of storefront design and architectural detail along the District’s commercial streets. Along walkable shopping streets, create street walls with relatively continuous facades built to the front lot line in order to provide a sense of enclosure and improve pedestrian comfort. 913.13
- **Policy UD-3.1.7: Improving the Street Environment.** Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall. 913.14

The Project will preserve the neighborhood character and identity as well as create attractive façades, in furtherance of the objectives and policies of the Urban Design Element noted above. The Project will create multiple buildings interspersed with pedestrian plazas and green spaces, which will break up the massing of the development and ensure that the Project is in accordance with the Comprehensive Plan’s language “that new developments on parcels that are larger than the prevailing neighborhood lot size are carefully integrated with adjacent sites.”

The redevelopment of the Property will introduce pedestrian plazas, attractive landscaping, outdoor seating, and other publicly-accessible gathering areas which will offer Project and neighborhood residents, patrons of the retail/shopping/restaurant uses, and guests a pleasant streetscape environment. Such improvements to the streetscape and publicly-accessible areas of the Project is a key component to bringing patrons and guests onto the Property as they will encourage pedestrian circulation and enjoyment of the Project. The various green spaces and courtyards on the Property will also function as “areas that stimulate vibrant pedestrian street life and provide a focus for community activities” in furtherance of the policy objective of the Urban Design Element. The Project will become a true neighborhood gathering space and the “Downtown” of Ward 7.

**D. Consistency with Area Element of the Comprehensive Plan and Small Area Plans**

The Property is located in the Far Northeast & Southeast (“FNS”) Area of the Comprehensive Plan. In addition, the Property is within the boundaries of the Benning Road Corridor Redevelopment Framework Plan (2008) and the Deanwood/Great Streets – Nannie Helen Burroughs Avenue, NE & Minnesota Avenue, NE Strategic Development Plan (2008), (collectively, the “**Small Area Plans**”). The Project contributes to the community goals and policies of the FNS Element and the Small Area Plans, as described in detail below.

**FNS - Planning and Development Priorities:**

- **1707.2.b:** More density is appropriate on land within one-quarter mile of the Metro stations at Minnesota Avenue, Benning Road, and Deanwood, and on the District side of the Southern Avenue and Capitol Heights stations. The commercially zoned land along the Nannie Helen Burroughs, *Minnesota Avenue*, and Pennsylvania Avenue “Great Streets” corridors also offer opportunities for somewhat denser uses than exist today.
- **1707.2.c:** The neighborhood is underserved by retail stores and services, including the “basics” such as sit-down restaurants, banks, hardware stores, drug stores, and movie theaters. These uses should be accommodated in the future by encouraging both public and private investment in the established commercial districts. . . . The Minnesota-Benning commercial district, in particular, should evolve into a stronger, more vital shopping district in the future, attracting customers from both sides of the Anacostia River.

The Project is entirely consistent with these Planning and Development Priorities. While the Property is located just outside one-quarter of a mile from the Minnesota Avenue Metro Station, it is located along the Minnesota Avenue Great Streets corridor. Therefore, the additional density proposed by this Project (consistent with the underlying MU-7 Zone District) is consistent with the Planning and Development Priority outlined in Section 1707.2(b). Similarly, the proposed uses in the Project will certainly help the Minnesota Avenue-Benning Commercial Corridor evolve into a stronger, more vital shopping district.

- **Policy FNS-1.1.2: Development of New Housing.** Encourage new housing for area residents on vacant lots and around Metro stations within the community, and on underutilized commercial sites along the area’s major avenues. Strongly encourage the

rehabilitation and renovation of existing housing in Far Northeast and Southeast, taking steps to ensure that the housing remains affordable for current and future residents. 1708.3

The Project proposes the creation of up to 1,350 residential units. All of the buildings will be subject to the Inclusionary Zoning requirements which will help ensure that a truly mixed-income community, with both affordable and market rate units, will be created in furtherance of this Policy.

- **Policy FNS-1.1.3: Directing Growth.** Concentrate employment growth in Far Northeast and Southeast, including office and retail development, around the Deanwood, Minnesota Avenue and Benning Road Metrorail station areas, at the Skyland Shopping Center, and along the Nannie Helen Burroughs Avenue, Minnesota Avenue, Benning Road, and Pennsylvania Avenue SE “Great Streets” corridors. Provide improved pedestrian, bus, and automobile access to these areas, and improve their visual and urban design qualities. These areas should be safe, inviting, pedestrian-oriented places. 1708.4

The development of the new headquarters office building for the DC Department of General Services is entirely consistent with this Policy, bringing scores of new daytime employees, shoppers, and visitors to the Property. The site plan for each of the Parcels will result in improved and enhanced pedestrian and vehicular access to the sites and along Minnesota Avenue and Benning Road. As discussed above, the creation of the various “Places” throughout the Project creates a truly safe and inviting pedestrian-oriented experience.

- **Policy FNS-1.1.4: Retail Development.** Support the revitalization of the neighborhood commercial areas listed in Policy FNS-1.1.3 with new businesses and activities that provide needed retail services to the adjacent neighborhoods and that are compatible with surrounding land uses. 1708.5
- **17-16: NS-2.1 Minnesota/Benning Business District.** The Minnesota/Benning Business District includes the Minnesota Avenue Metro station and the shopping district to the south, extending along both sides of Minnesota Avenue to East Capitol Street. Sometimes referred to as “Downtown Ward 7”, it includes the 150,000 square foot East of the River Park Shopping Center, the Senator Square Shopping Center (anchored by the former Senator Theater), and a variety of small retail and service businesses serving Far Northeast and Southeast. While this area functions as an important community shopping district, some of its properties are underutilized and

consist of empty parking lots, open storage, vacant buildings, and undeveloped land. The shopping district itself lacks the variety of retail stores needed to serve the community. It also suffers from poor design, confusing access and parking, and—with the exception of the historic Senator Theater—a lack of distinctive facades and storefronts. 1711.1

- **Policy FNS-2.1.1: Minnesota/Benning Revitalization.** Support revitalization and further development of the area around the Minnesota Avenue Metro station, including the adjacent business district to the south along Minnesota Avenue. Upgrade and expand existing businesses in this area, and encourage new small business development, educational facilities, and community-based human services such as job training, health care, and child care facilities. Any new public facility in this area should contribute to its image as an attractive and vibrant community hub and should be responsive to the needs of surrounding neighborhoods. 1711.4
- **Policy FNS-2.1.2: Shopping Center Improvements.** Improve the East of the River Park and Senator Square shopping areas at Minnesota Avenue and Benning Road as quality shopping areas. This area should function as a single, cohesive business and mixed use district rather than a series of disconnected shopping centers. 1711.5

As discussed throughout this statement, the proposed Project satisfies all of these Policies.

The Project establishes a Downtown for Ward 7 at the intersection of Minnesota Avenue, NE and Benning Road, NE. The Project will create a significant amount of new office space, residential units, retail/service/restaurant uses, and a new full-service grocery store that will add daytime and evening vibrancy and activity to the area. The Project will include fully activated streetscapes along all public streets with residential lobbies, ample sidewalks, a street trees program, and bicycle parking areas. The proposed private streets not only contribute to a walkable, pedestrian-friendly scaled block system for the Project, but also offer additional opportunities to provide engaging, programmable open spaces, in the form of plazas and pocket parks throughout, which will engage and greatly benefit the neighborhood at large.

### **BENNING ROAD CORRIDOR REDEVELOPMENT FRAMEWORK PLAN (2008)**

Both of the Small Area Plans noted above, view the Property is an integral component for the enhancement of the Deanwood and Benning neighborhoods. The Benning Road Corridor Redevelopment Framework Plan notes to following for the area that includes the Property:

49: The broader vision for this area includes: . . . A redeveloped East River Shopping Center, surrounding retail at the intersection of Benning Road and Minnesota Avenue, and a new public library serve as a convenient, walkable and Metro-accessible “downtown” for all of Ward 7.

The Benning Road and Minnesota Avenue NE intersection is an important junction because of its proximity to the Metro rail stop. There are numerous empty lots in the vicinity and currently it is a poorly organized commercial district, however, there is tremendous potential for transit oriented development in the area. In addition, this intersection has potential to develop into an anchor point distinguishing the Benning Road corridor’s industrial character in the west from the residential/retail type character in the east.

**52: Opportunity Site 2E, East River Shopping Center.** A private developer has recently acquired the East River Shopping Center located at the intersection of Minnesota Avenue and Benning Road. This area includes commercial buildings that are built to the street, providing the feel of an urban shopping district. With close proximity to the Minnesota Avenue metro station, this area can benefit from transit-oriented development, which has already begun to emerge with the development of the Government Center located on Minnesota Avenue. Future plans for the area recommend that the Benning/Minnesota node be marketed as a destination district with civic, shopping, and entertainment uses.

This opportunity site overlaps with an area also covered by the Deanwood Strategic Development Plan. Any new development around the intersection of Benning Road and Minnesota Avenue should be consistent with this plan as well as the Benning Road Redevelopment Framework.

It is recommended that Minnesota Avenue be marketed as a destination district with civic (e.g., Government Center, post office, school, health facility, and related offices), shopping, and entertainment uses. The district should also include housing to take advantage of the walkability to transit and shopping.

As noted above in the discussion of the satisfaction of the FNS Policies and the District Element Policies, the Project is entirely consistent with these recommendations.

The Deanwood/Great Streets – Nannie Helen Burroughs Avenue NE & Minnesota Avenue NE Strategic Development Plan identifies the Property as a Focus Node and includes four primary strategies, including: “Strengthen and enhance ‘Focus Nodes’ in Deanwood with higher quality commercial and mixed-use development.” This Small Area Plan proposes a development concept for the Property that will create a destination civic, shopping, entertainment & housing hub on the

Property (which is identified as an Opportunity Site where mixed-use development is encouraged with active street-front retail with housing above). Specifically, this Small Area Plan states:

It is recommended that Minnesota Avenue be developed as a destination district with civic (e.g., Government Center, post office, school, health facility, and related offices), shopping, and entertainment uses. Development at this node should include four corners of new moderate to medium density development anchored by active, pedestrian friendly ground-floor retail with residential or office above.

In summary, there is also a critical need to increase the mix and quality of uses at this node to create the commercial “heart” and destination for Deanwood.

As noted above in the discussion of the satisfaction of the FNS Policies and the District Element Policies, the Project is entirely consistent with these recommendations.

## **VI. Project Impacts**

Section 2302.1(b), (c) of LTR Regulations requires OP and the other District departments and agencies engaging in the LTR process to review the Project’s potential traffic, neighborhood, design, quality of life, and environmental impact. The Project will not have such adverse impacts.

### **A. Traffic and Parking Impact**

The Comprehensive Transportation Review (“CTR”), attached as Exhibit E, concludes that the Project will not have a detrimental impact on the surrounding transportation network assuming that all planned site design elements, intersection mitigation measures, and Transportation Demand Management (TDM) plan are implemented. The CTR notes that the Project has several positive elements contained within its design that minimize potential transportation impacts, including:

- The Property’s close proximity to transit;
- The removal of existing surface parking lots and subsequent replacing with new internal roadways provides an upgrade in the urban fabric of the network, fits future planning efforts, and significantly increases the Property’s porosity for all modes of travel.
- The inclusion of secure long-term bicycle parking that meet Zoning requirements;

- The installation of short-term bicycle parking spaces within and along the frontage of the site that meet zoning requirements;
- The inclusion of internal private streets that will accommodate parking and loading access;
- The creation of new pedestrian sidewalks that meet or exceed DDOT and ADA requirements, improving the existing pedestrian environment; and
- A Transportation Demand Management (TDM) plan that reduces the demand of single-occupancy, private vehicles during peak period travel times or shifts single-occupancy vehicular demand to off-peak periods.

The Project will satisfy the requirements for off-street parking spaces, bicycle parking, and loading required by the Zoning Regulations. The Project will include approximately 1,248 parking spaces which satisfies the minimum number of parking spaces required for the proposed use mix. Similarly, the Project will provide ample bike parking, which will be distributed throughout the site.

**B. Neighborhood and Design Impacts**

Housing Impacts. The Project will add approximately 1,350 new residential units, including new affordable housing units to the neighborhood. The Project does not result in the displacement of any residential units. The District faces a shortage of virtually every type of housing, especially affordable housing, and the need is particularly severe for additional housing with strong transit access. The Project provides such transit-accessible housing. The Project's additional housing will add residents to patronize neighborhood shops and services, along with enhancing to the vitality of the surrounding community.

Urban Design and Architecture Impact. The Project's building massing and modulation respect the scale and height of surrounding buildings. The Project satisfies all of the Zoning requirements for the MU-7 Zone with regard to building height, bulk, and massing. The Project creates vibrant pedestrian-oriented experiences along all of the street frontages for each of the

parcels. The quality and character of the architecture proposed in the Project will help elevate the overall levels of architectural quality and character in the surrounding areas.

Quality of Life Impact. The Project minimizes adverse impacts that may arise from the daily commercial operations. The Project's use mix of residential, office, grocery, and retail/service use creates convenience for District residents, employment opportunities, and increased sales tax revenues for the District. The co-location of retail, particularly a grocery store, and residential uses consolidates trips made by residents of the Project and eliminates some need for vehicle trips.

In addition, the project site is well served by area schools. The inbound schools for this site include Smothers Elementary School, Kelly Miller Middle School, and Woodson High School. In addition to these schools, there are several other schools located in close vicinity to the Property. The Project is less than one mile from DC Prep Public Charter's Benning Elementary and Benning Middle School Campuses; Friendship Collegiate School, a public charter high school; and SEED Public Charter School, which serves grades 6-12. Given the number and size of the units that are being proposed in the Project, the Applicant that the number of children can be absorbed by the educational infrastructure within the community.

The Project will also be served by the various recreational facilities in the surrounding area. The Benning Stoddert Recreation Center is approximate one-half mile south of the Property, along with the adjacent Washington Tennis and Education East Capitol Campus. The Boys and Girls Club of Greater Washington's Richard England Clubhouse is located less than ¼ mile east of the Property on Benning Road. As noted above, immediately abutting the Property on Benning Road is the Dorothy I. Height/Benning Neighborhood Library, and Fort Mahan Park, located just north of Benning Road from the Property, provides additional accessible green space for the surrounding

area. Furthermore, the Project itself incorporates a publicly accessible open green spaces throughout the development site, providing a variety of outdoor spaces to support leisure activities, gatherings, events, and library activities.

**C. Environmental Impacts**

The Project will not create adverse environmental impacts on the Property or the adjacent properties and surrounding neighborhood. As mentioned above, the Project will include significant ground level landscaping as well as green roofs. Stormwater management controls will be designed meet DOEE’s standard design criteria and may be provided by a combination of: extensive and intensive green roofs, stormwater planters, surface and curb-side bioretention, permeable pavement, rainwater harvesting/cisterns for reuse, tree planting, and detention vaults. GAR requirements will be met by a combination of green roofs, stormwater planters, bioretention planting, open space and landscaping, and tree planting. By providing such a significant degree of landscaping and green roofs, the Project will reduce stormwater runoff.

**VII. Community Outreach**

The Applicant has undertaken a robust and thorough community engagement process to date and will continue to do so as the Project proceeds through the LTR review process. The Applicant’s team have made numerous presentations to members of the community and a variety of organizations including ANC 7F, the Marshall Heights Community Development Organization, the Ward 7 Business Partnership, and the Ward 7 Economic Development Advisory Council. In July 2020, ANC 7F voted unanimously to support the relocation of DGS’ office proposed for the Project’s West Parcel (see Exhibit G). The Applicant will continue its outreach with the community during the processing of this Application and as the Project moves forward.

**VIII. List of Exhibits**

Attached hereto are the following Exhibits in support of this Application:

- A. Application Form;
- B. Authorization Letter and Name and Address of the Applicant and Address of the Subject Premises;
- C. List of Property Owners within 200 feet of the Property;
- D. Site Context and Location Analyses; Zoning Map and Information; Site Plans; Existing Site Photographs; Connectivity and Circulation Plan; Floor Plans; Renderings and Illustrative Views, among other similar diagrams and information;
- E. Comprehensive Transportation Review;
- F. Comprehensive Plan Maps; and
- G. ANC 7F Letter of Support for DGS Office Relocation.

**IX. Conclusion**

For the reasons stated herein, the proposed Project satisfies the requirements of the LTR Regulations, and the Applicant requests affirmation from OP of such satisfaction.

Respectfully Submitted,

GOULSTON & STORRS PC

/s/ Paul A. Tummonds

Paul A. Tummonds

/s/ Lawrence Ferris

Lawrence Ferris